

**CLAIMS**

- 5           1. An optoelectronic taxi-assistance device for aircraft in an airport, said device comprising at least a head-up display (1) and a computer (2) dedicated to said head-up display, said computer (2) including means for displaying on the head-up display (1) safety symbols concerning either the position of the aircraft on the airport taxiways or the maneuver to be  
10 performed by the aircraft on said taxiways, characterized in that, if the aircraft turns, the safety symbols include an arrow (17) of variable size.
- 15           2. The device as claimed in claim 1, characterized in that the length of the arrow (17) is maximum when entering the turn and zero when coming out of the turn.
- 20           3. The device as claimed in claim 1, characterized in that the safety symbols also include, on both sides of the arrow, a first indication (18) relating to the taxiway on which the aircraft is located before the turn and a second indication (19) relating to the taxiway located on coming out of the turn.
- 25           4. The device as claimed in claim 1, characterized in that the safety symbols include a first symbol (20) representing the width of the taxiway and a second symbol (22) representing the width of the main landing gear, the widths of the first symbol (20) and of the second symbol (22) being represented with the same scale, the position of the second symbol (22) relative to the first symbol (20) being representative of the real position of the landing gear on the taxiway.
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6. The device as claimed in claim 4, characterized in that the safety symbols also include, on both sides of the first symbol (20), two alarm symbols (23) which flash when the landing gear is very close to the edge of the taxiway.

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7. The device as claimed in claim 4, characterized in that the second safety symbol (22) flashes when the landing gear is very close to the edge of the taxiway.

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8. The device as claimed in claim 1, characterized in that the safety symbols include an arresting barrier (24), said arresting barrier (24) occupying a precise and constant virtual position on an airport taxiway.

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9. The device as claimed in claim 8, characterized in that the arresting barrier (24) includes at least one stand (241) surmounted by a grille (243) composed of inclined and parallel bars between two horizontal bars (242).

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10. The device as claimed in claim 8, characterized in that the safety symbols also include at least a first stop indicator (250) and an indication of the distance (251) separating the aircraft from the virtual position of the arresting barrier (24).

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11. The device as claimed in claim 8, characterized in that the safety symbols also include at least a first and a second stop indicator (250, 251) flashing when the distance separating the aircraft from the virtual position of the arresting barrier (24) is less than a set value.

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12. The device as claimed in claims 10 or 11, characterized in that the stop indicators (250, 251) are the word "STOP".

13. The device as claimed in claims 10 or 11, characterized in that the stop indicators (250, 251) are displayed in reverse video.